



Trailheads, Access and Parking

The Master Plan will identify designated points for people to access the trail. We want to provide enough so that people won't try to access the trail through private driveways. Is trail access appropriate in this section of the trail right-of-way? If so, what and where are the appropriate access locations?

- If trail is aligned close to shoulder of road (exact locations not noted), access is possible
- How do we prevent public access to private property? It's already an issue as people begin to use the trail
- No appropriate access in this section of trail

What kind of amenities should be located at access points? Should the amenities be different when access is provided from off-street parking?

- None noted

The Master Plan will identify a combination of on-street and off-street parking along the length of the trail. What route do you anticipate local residents will take to access the trail? What parking options do you think would work best in this section of the trail right-of-way?

- Parking should be located at either end of trail at state parks
- No on-street parking should be encouraged
- No parking on the Parkway—it's dangerous

Trail Crossings, Amenities and Uses

Where the trail crosses a street or driveway, there is a potential conflict between those who are on the trail and those who are on the street or driveway. What trail crossings are potentially unsafe for residents in this section? What can be done to improve safety at trail crossing locations?

- Fear of fatal accidents at crossing points—not able to see cars entering this section from road
- Liability is BIG concern
- Stop signs needed for trail users
- Bollards, chicanes, textured pavement with varied width to designate crossings

The number of property owners using a vehicle crossing, the stacking room available between the trail and the roadway, vehicle and user speed (depends on distance available to build speed), and sight distance are all considerations used in determining who should have the right-of-way. Given these considerations, who do you think should have the right-of-way at each of the roadway crossings in this section of the trail?

- Cars must have right-of-way—only room for 2-vehicle stacking at any given time
- There's a dangerous lack of visibility for cars and trail users in this section



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Figure 5 and 6 maps

The Master Plan will provide for amenities such as restrooms, benches, public open space, interpretative signs and litter receptacles at certain locations along the length of the trail. Are there other amenities that should be considered? Which make sense in this section of the trail, and where should they be located?

- Amenities should be located at either end of trail at state parks
- Some restrooms could be located along trail, but NOT in this section
- Trash cans should be provided along trail, but there's concern about maintenance

Are you aware of any lore, legends or local history about your neighborhood that would be interesting and appropriate to note along the trail?

- None noted

What special considerations should be given to locating amenities along this section of the trail?

- None noted

A significant element of the Master Plan is planning for different types of users. Different uses require different trail standards, as summarized below:

- 1) Pedestrians
- 2) Non-motorized wheeled activities
- 3) Equestrians
- 4) All uses require a trail safely separated from existing vehicle routes

Which of these uses, given their spatial requirements and existing adjacent land uses, seem feasible in this section of the trail?

- High speed bikers should ride on Parkway
- Pedestrians and other slow speed trail users OK
- No horses! Environmental/sanitation issues
- Dogs must be on a leash and owners must abide by scoop rule

Separating Public and Private Uses

Different edge treatments can be used to separate trail uses from private uses. Fencing, vegetation, and signage are techniques we have identified to date. Can you think of others?

- None noted



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To determine what type of delineation is appropriate, consideration should be given to the following:

- 1) Security and privacy for the adjacent property owners
- 2) Safety and aesthetics for trail users
- 3) Protecting natural resources and wildlife corridors

At this time, what kind of edge treatments do you think are appropriate for this section of the trail? Where should the edge treatment be located in relation to the proposed trail?

- No fencing in this section, it traps wildlife—chain link or wood fencing OK in other areas
- Participants in this group are mixed about fencing issue—some want it, some don't
- Signs needed—*No Trespassing*, *Private Property*, and *Respect Privacy of Home Owners*
- Locate trail where there will be least amount of environmental impact
- Avoid creating stream blockages or destroying salmon habitat

Trail Alignments

Under what conditions should the trail be routed off the rail bed?

- The farther the trail is from the Parkway, the more dangerous it becomes for trail users because of limited visibility for cars—it's UNSAFE
- The closer the trail runs to private homes, the more aggressive property owners will become with protective measures
- Avoid bisecting private property with trail alignment
- Best way to relieve liability concerns/issues is to move trail up to Parkway
- Adapt the "Bill Haro" trail concept in this section of trail
- Participants don't consider the wetlands to be "sacred"—use them in construction of trail to provide more alignment options

Are there places in this section of the trail where these conditions exist? After reviewing the enclosed Class 1 Trail Standards, can you think of a potentially feasible off rail bed trail alignment in this section that you believe could meet Class I trail standards and mitigate the conditions you identified? Please explain.

- None noted

General Comments

- According to W.A.C. 197.11.060 [3 (B)], the Interim Trail Plan is illegal
- Trail should meet criteria and address all concerns voiced by citizens and property owners
- Crossing map (exact map not noted) not accurate on website (www.elsta.org)
- City of Sammamish sewer and water utilities don't want grinder pumps but trail is below grade and will require pumps
- Property owners must have "Hold Harmless" agreement with the city/county—home owners insurance for liability issues not available